

EXISTING AND FUTURE LAND USE

2010 Update

1.0 INTRODUCTION

The intent of this chapter is to describe and establish a broad vision for the Town's future land development. Its preparation requires a careful evaluation and synthesis of all other parts of the Master Plan. This evaluation must take into account many factors, including community goals, the ability of the land to support development, existing land use patterns and zoning, expectations of property owners and local land use laws and regulations.

This chapter is both general and specific. As a policy document, the Master Plan establishes general policies and goals with which to guide development, and non-development, of the Town. As a Plan it goes further to specify the types of uses appropriate for various areas of Town, as well as the specific measures that will help bring about desired future development. These measures may include changes in zoning and site development regulations, new initiatives in land protection or changes in Town policy.

The future land use policies found in this chapter are a representation of the desired direction of future development in Town. While it is a useful tool for visualizing the recommended development pattern, these policies do not affect present zoning. These are general guidelines that may be revised as zoning amendments by the Planning Board and adopted by the Townspeople.

The Future Land Use section provides guidance to private and public entities in their land use decisions. Specifically, Town government and private developers should reflect upon the needs, values and goals outlined in this chapter in making their land use decisions.

2.0 EXISTING LAND USE

The Rockingham Planning Commission has recently completed a 2005 land use/ land cover map for the Town of Fremont. The data and maps were developed through funding from the I-93 Community Technical Assistance Program (CTAP) which is providing planning tools for the communities that were determined to be affected by the widening of I-93. The 2005 land use map for Fremont (**Map 1**) is displayed below. The Classification scheme for this mapping had 58 distinct classes, of which Fremont has 26 of the land cover classes represented. **Table 1** shows a break down of the 2005 land use data in acreage and percentage of the Town.

Map 1: 2005 Land Use/Land Cover

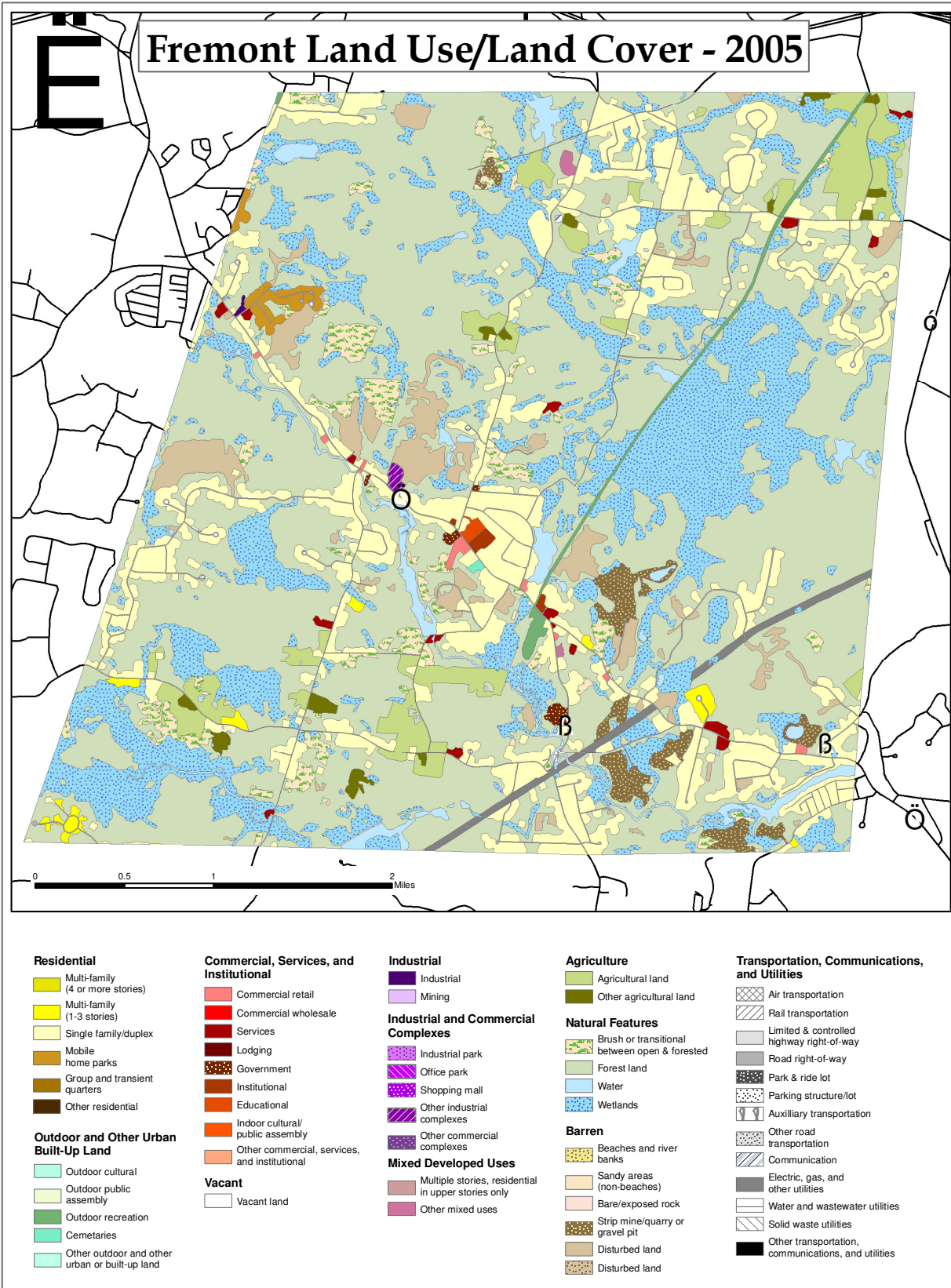


Table 1: 2005 land cover totals for Fremont, NH

Code	Land Use/ Land Cover Description	Acres	% of Total	Regional
1120	Multi-family (1 to 3 stories)	42.5	0.38%	0.60%
1130	Single family/duplex	1,632.8	14.65%	19.30%
1140	Mobile home parks	44.2	0.40%	0.35%
1210	Commercial retail	13.9	0.13%	0.69%
1230	Services	35.8	0.32%	0.67%
1250	Government	13.0	0.12%	0.36%
1260	Institutional	9.9	0.09%	0.17%
1270	Educational	6.8	0.06%	0.25%
1300	Industrial	1.9	0.02%	0.45%
1442	Road right-of-way	137.5	1.23%	2.06%
1447	Auxiliary transportation	5.3	0.05%	0.48%
1449	Other road transportation	1.1	0.01%	0.02%
1450	Communication	1.0	0.01%	0.82%
1460	Electric, gas and other utilities	62.2	0.56%	0.82%
1580	Other industrial complexes	7.8	0.07%	0.15%
1690	Other mixed uses	7.5	0.07%	0.01%
1730	Outdoor recreation	49.6	0.45%	1.39%
1740	Cemeteries	3.5	0.03%	1.39%
2000	Agricultural Land	386.4	3.47%	3.93%
2900	Other Agricultural Land	49.5	0.44%	0.43%
3000	Brush or Transitional Between Open and Forested	283.8	2.55%	3.45%
4000	Forest Land	5,538.5	49.71%	40.32%
5000	Water	241.5	2.17%	5.31%
6000	Wetlands	2,033.1	18.25%	15.44%
7500	Strip Mine/Quarry or Gravel Pit	149.2	1.34%	0.10%
7600	Disturbed Land	383.9	3.45%	0.01%
	Total	11,142.4	100.0%	98.98%

Complex Systems Research Center at the University of New Hampshire completed a study of all the communities in Rockingham County in an effort to quantify land use change over a thirty six year period. By interpreting aerial photographs from the years 1962, 1974 and 1998 this study tracks land use change in a number of different categories in order to show how the region's landscape has changed. The classification scheme for the 2005 data (above) is more complex and detailed than the prior three land use datasets. Because of this the land use data is not completely comparable (e.g. forested wetlands were classified as *wetlands* in 2005 but *forested* in the three earlier datasets).

Table 2 below shows the breakdown of land use categories developed for this study as well as showing acreages for each category for the Town of Fremont. The 2005 data was collapsed into categories that best matched the 62-74-98 land use data and was added to the tables to provide a comparison between four dates of land use maps. It is important to note that there are some problems inherent with interpreting aerial photographs taken over a period of forty-three years.

The scales of the maps differ, leading to varying degrees of quality for interpretation purposes. In addition the science of aerial photography has improved over this time frame so that more information can be gleaned from the more recent photographs. These factors conspire to create unexplainable differences in some of the categories. These issues notwithstanding, the study offers valuable insight into the trends of land use change in Town and provides a solid baseline for future studies as well.

Table 2: Land use totals for Fremont, NH, from 1962, 1974, 1998 and 2005.

Fremont	1962		1974		1998		2005	
Land Use Category	Acres	% of Town	Acres	% of Town	Acres	% of Town	Acres	% of Town
Residential	275.2	2.5	379.7	3.4	1,153.4	10.4	1,719.6	15.4
Commercial/Industrial/Mixed Urban	34.4	0.3	20.8	0.2	35.3	0.3	96.6	0.9
Transportation	76.0	0.6	78.0	0.7	132.3	1.1	144.9	1.3
Playing Fields/Recreation	0.0	0	0.0	0	0.0	0	49.6	0.4
Agriculture/Farmstead	613.3	5.5	525.8	4.7	441.9	4	436.0	3.9
Forest/Forested Wetlands/Wetlands	9,859.9	88.5	9,801.4	88	8,834.2	79.3	7,571.6	68.0
Water	35.9	0.3	73.2	0.7	93.9	0.8	241.5	2.2
Idle/Other Open	247.6	2.2	263.4	2.4	451.3	4.1	882.6	7.9
Total Acreage	11,142.4							

	1962		1974		1998		2005	
Aggregate Categories	Acres	% of Town	Acres	% of Town	Acres	% of Town	Acres	% of Town
Developed Uses	385.593	3.4606047	478.55	4.2948715	1321.1	11.856215	1961.1	17.6
Undeveloped Uses	10756.8	96.539395	10663.81	95.705129	9821.3	88.143785	9181.3	82.4

The four land use maps allow a comparison of land use change from 1962 to 2005; these changes are shown in **Table 3** below. The land uses that have decreased in area of the years are show in light yellow.

Table 3: Land use change in Fremont, NH.

Fremont	1962-1974		1974-1998		1998-2005	
Land Use Category	Change	% Change	Change	% Change	Change	% Change
Residential	104.5	38.0%	773.8	203.8%	566.2	49.1%
Commercial/Industrial/Mixed Urban	-13.6	-39.5%	14.5	69.7%	61.3	173.5%
Transportation	2.1	2.7%	54.2	69.5%	12.6	9.5%
Playing Fields/Recreation	0.0	0.0%	0.0	0.0%	49.6	n/a
Agriculture/Farmstead	-87.5	-14.3%	-84.0	-16.0%	-5.9	-1.3%
Forest/Forested Wetlands/Wetlands	-58.6	-0.6%	-967.1	-9.9%	-1262.6	-14.3%
Water	37.2	103.6%	20.7	28.3%	147.7	157.4%
Idle/Other Open	15.8	6.4%	187.9	71.3%	431.2	95.5%
		equals negative value				

When the data presented in the prior pages is reviewed, a few trends are immediately evident. The largest positive land use changes are in the Residential and Idle/Other Open categories. The Residential increases are understandable and attributable to the increase population in Fremont. The increases in Open/Other Idle land could be a result of Agricultural land being allowed to transition into brush or meadows, forested land being cleared but allowed to regrow, and/or changes in mapping techniques. The only two land use categories to show decreases in area are Agriculture/Farmstead and Forest/Forested Wetlands. These changes make sense; new

residential, commercial and transportation uses tend to develop land that was previously forested or agriculture land.

Fremont has another set of data to use to further understand the dynamics of land use within the Town. The Town's parcel data was imported in to a GIS (Geographic Information System) and several attribute were identified for each parcel; including if the parcel was in current use, Town-owned, which Zoning district did it belong to, or if the parcel had any commercial uses being employed. **Map 2** below shows the parcels from 2007 with the current use and Town-owned data from the 2006 Town Report. The Glenn Oaks property was added to the Town-owned data. **Table 4**, on the following page, shows the acreages for the parcel based land use information.

Map 2: Parcel based Land use map for Fremont, NH.

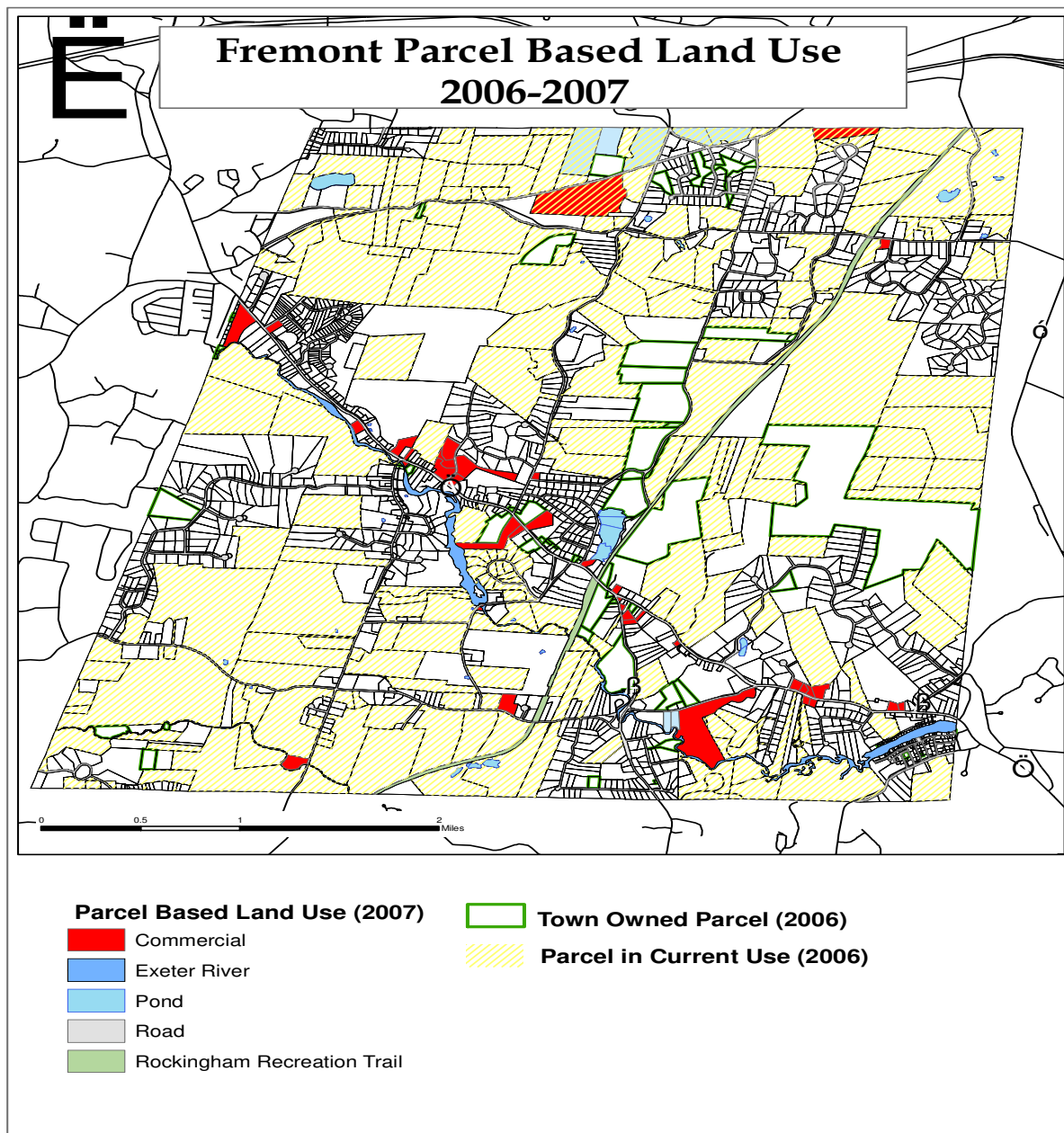


Table 4: Parcel based land use information for Fremont, NH

Zoning District	Size	Acres
Commercial Highway		211.3
Corporate Commercial		491
Residential		9701.8
Village		190.1

Fremont Current Use (2006)	
Zoning District	Acres
Commercial Highway	124.9
Corporate Commercial	421.9
Residential	5058
Village	21.8
Total	5626.7

Town Owned Land (2006)	
Zoning District	Acres
Commercial Highway	1.6
Corporate Commercial	13.2
Residential	700.3
Village	43.1
Total	758.2

Current Commercial Use	Acres
Commercial Highway	6.4
Corporate Commercial	53
Residential	109.5
Village	44.5
Commrcial Use (total)	213.4

Residential/Undeveloped	10380.4
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Other Land Use	
Exeter River	90
Ponds	45
Roads	352.5
Rockingham Rec Trail	72.7
Total	560.2

Development Constraints

Land not suited for development includes wetlands, buffer areas around wetlands, streams and rivers, the aquifer protection zone as well as shoreland buffer areas. The significance of these areas and the Town's zoning requirements are described below:

- **Wetlands.** The importance of preserving and protecting wetlands is well established in the Natural Resources section of this plan. They are generally recognized to contribute vital natural resource and ecological functions, as well as their aesthetic value for open space and passive recreation. The Town's people of Fremont have recognized this by voting twice to establish prime wetlands. Future land uses should be directed away from wetland areas to the greatest extent possible. It is equally important to prevent building in such areas because of the potential negative impact on water quality, public health and protection from flood hazards. The Town's existing Wetlands and Watershed Protection District Ordinance will continue to regulate future development with regard to wetlands.
- **Buffer areas around wetlands and streams.** The Town's Zoning Ordinance establishes a 100' buffer around wetlands and streams, including intermittent streams that are flowing or have standing water for at least 6 months a year. Prohibited uses include activities that result in the erection of any dwelling or building in public or private use, altering the

surface configuration of the land, or waste disposal systems. Permitted uses include forestry or tree-farming, agricultural uses (excluding mink farms and piggeries), drainage ways and normal run-off, water impoundments and well supplies, wildlife refuges and open space. There is a procedure for obtaining a Special Exception from the Zoning Board of Adjustment for certain recreational uses or altering the surface of the land for streets, roads, or other access ways if it is essential to the productive use of the land. Natural vegetation should be protected or restored in this area as much as possible to control erosion and sediment from contaminating wetlands.

- Additional Watershed Protection Area. The Fremont Wetland and Watershed Protection Districts provides for additional protection a 150-foot buffer around certain water bodies. These include the Exeter River, Piscassic River, Loon Pond, Red Brook and Brown Brook
- Comprehensive Shore land Protection Act. As of July 1st, 2008, the entire length of the Exeter River in Fremont is now protected under the Comprehensive Shore land Protection Act (CSPA). The CSPA provides tiered protection up to 250 feet from the stream or pond. The protections increase as you get closer to the water, with no building allowed closer than 50 feet. This is currently closer than is allowed by Fremont Zoning. Additional protections to the natural vegetative cover and restrictions of the application of fertilizer will still affect the residents of Fremont. More information on the CSPA can be found at the DES website: <http://www.des.state.nh.us/CSPA>

Land with limited suitability for development includes 100-year flood hazard zones and aquifer protection district. Of these areas, the Town currently regulates development within both areas. There are currently no public water supply sources in Fremont. The significance of the other areas are described as follows:

- 100-Year Flood Hazard Zones. Floodplains are undesirable locations for development because of the associated risks to life and property. In addition, construction in the floodplains worsens flood hazards downstream and the inundation of subsurface sewage disposal systems can cause water pollution and a public health hazard. As part of its Zoning Ordinance, the Town of Fremont has adopted specific regulations for development in special flood hazard areas as prescribed by the Federal Emergency Management Agency (FEMA). Development should continue to be limited within these flood hazard areas to those land uses compatible with areas prone to flooding and in conformance to the regulations imposed by FEMA.
- Aquifer Protection District. Maps prepared by the US Geological Survey (1991) identify the stratified drift aquifers in Fremont. These aquifers are recharged from precipitation and run-off that infiltrates from land directly above the aquifer. As such, aquifer recharge zones are not suited for any type of development that carries a high risk of contamination. Once contaminants leak into the ground, they can spread rapidly through

an aquifer and destroy it as a water supply. While there are currently no public water supplies within Fremont's aquifer recharge zones, numerous private wells in Town depend on these aquifers. The land over Fremont's aquifer recharge zones is currently zoned for commercial and residential development, but increases the minimum lot size from 2 acres to 3 acres; the Town's Zoning Ordinance includes a chapter with specific guidelines for developing above these delineated areas.

Flexible Use Residential District

Approximately 9,700 acres of land in Fremont are zoned as Flexible Use Residential. The intent of the Flexible-Use Residential district is to provide for residential development on individual lots, or agricultural use, which can be accommodated on the land without major alterations of the natural terrain, vegetation, watercourses or surface, and commercial development along connector (non-subdivision) streets. These commercial operations are allowed by Planning Board Conditional Use permit and are limited to maximum of 10,000 square feet per parcel.

Fremont allows for single-family, duplex and multifamily residential units to be constructed in all of the Flexible Residential District. The Town going to receive buildout analysis in the near future, this will determine the remaining building potential within the Town. The results of this study should offer the Planning Board guidance in the future with regard to Town-wide housing policy.

Commercial/Industrial Districts

Until 2006 the Town had no distinct commercial or industrial zoning districts. Non-residential development in Town was allowed anywhere provided the Planning Board approved the project within the site plan review process. The Town began by adopting a Village District in the center of Town along route 107, which allows for a mix of residential and commercial uses. At Town Meeting in 2006 the Town adopted zoning districts throughout the rest of the community. For commercial and/or industrial uses the Commercial Highway district along Route 107, and the Corporate Commercial district in the northern section of Town near the Route 101 exit, were established. The Flexible Use Residential district (the rest of the Town which is not in the Corporate Commercial, Commercial Highway, or Village Districts) was established to be the primary residential area, while allowing for limited commercial development along primary roads. By adopting these new districts the land policies affecting non-residential land uses have become more focused and specific. It is the intent of these districts to more clearly define areas for appropriate activity.

The intent of the Commercial Highway district is to permit general commercial uses in areas on streets with high traffic volumes and to buffer abutting residential neighborhoods from disturbance and disruption. The maximum square footage of an individual commercial use in the Commercial Highway is twenty five thousand (25,000) Square Feet.

The intent of the Corporate / Commercial district is to provide areas for corporate business parks, research and development, light-manufacturing, processing, assembly, wholesaling, and

transportation-oriented activities and related services such as trucking and warehousing providing that such uses are determined not to be injurious or hazardous to the public health, safety, and/or welfare. Furthermore, the intent of the district is to reserve suitable land for the location of new industry and to enhance economic development and employment. The area was chosen because of its relative position in the Town of Fremont; away from the center of Town to reduce potential truck traffic, and as close as possible to the existing connection to Route 101 (located just north of Fremont with the entrance/exit located on Beede Road in Epping, NH).

Elderly Housing

In 2004 the Town of Fremont adopted an elderly open space ordinance. The projects under this ordinance must be at least 20 acres in size and have 50 feet of frontage on a Class 5 (or better) road. The number of elderly housing unit allowed under this ordinance is not to exceed 10% of the existing housing units in Town. Currently, Fremont has on approved elderly open space development with 112 proposed units. At the time of this draft none of the approved units have been constructed.

Open Space

Fremont is as much defined by its un-built environment as by its built environment. As detailed in the Natural Resources chapter of the Master Plan, Fremont has a wealth of natural open areas. There are several factors at play when one considers the extent of undeveloped land still found in Town. The Town has a great deal of wetlands and the combination of State law and local regulation combine to make these areas unavailable for development. Add to this, an understanding that much of the land that has development potential but is still undeveloped has remained so due to the land stewardship philosophies of many of the owners of the larger blocks of land. State of New Hampshire tax policies, primarily the Current Use Program have allowed the retention of open space throughout Fremont.

The current use taxation law was approved by the voter's of New Hampshire in 1968 and enacted into law in 1973. This law was designed to protect undeveloped land from future development. To qualify for current use, a property owner must have a minimum of 10 acres of land, not including the building site and it's "curtilage" or maintained area around the building, including the well, septic system, driveway and all out-buildings. The only exception to this minimum acreage requirement is for unproductive wetlands which can be any acreage amount or farmland that annually produces a minimum of \$2,500 worth of harvestable crops.

The benefit of the program is that the property owner receives a substantial property tax reduction of the land under the current use program. The Town of Fremont benefits as well because numerous cost of community services studies have shown that land remaining in current use costs the Town less than any other land use type. With the exception of occasional fire or police protection events open space requires very limited municipal services and consequently are a cost savings over developing the land.

Much like a conservation easement, land that has been approved for current use remains under the

program in perpetuity. The only time land can be removed from current use is if there is a change with the use of the land (i.e. residential development). Should the property owner decide to develop his land, only that portion of land that is being developed is removed from current use as it no longer qualifies for the program. The owner is then subject to a "land use change tax" on that land, or 10% of its market value at the time it no longer qualifies for the program. (Avitar Associates of New England, 2002)

According to the 2006 Town Report (including the Glenn Oaks property) the Town owns approximately 758 acres of land. This does include the land that is being put to municipal uses such as the Town offices and safety complex. Several of the large parcels totaling approximately 565 acres remain undeveloped that surround Spruce Swamp. Not all of these parcels have conservation easements at this time. If the Town wishes to keep these parcels as conservation land, easements should be drafted to remove the development rights. The Natural Resources chapter of the Master Plan contains a list of the Town owned property and the conservation easement status of each piece.

3.0 FUTURE LAND USE

Fremont is relatively unique as a community in the seacoast of New Hampshire. Unlike many other communities that are heavily developed, or near to build out (all available land is built on or in conservation), Fremont still has several large pockets of undeveloped land. Some of this can be explained by the Town's large wetland complexes such as Spruce Swamp and the wetlands surrounding the Exeter River in the southwest corner of Town. Much of the remaining undeveloped land is largely upland soils with good development potential. The Town must make decisions now that will determine the fate of the remaining undeveloped land.

The Vision Chapter of the Master Plan states that the residents would like the Town to maintain its "rural" feel. Other aspects of the Town that were mentioned include its small feel, and appreciation of the natural landscapes like Spruce Swamp and the abundance of forested land. It was expressed during the visioning sessions that the residents of Fremont would like to attract new storefront businesses that are small scale such as small retail, pharmacies, eye doctors or other health care developments. If the commercial developments are larger, the Town would like them to be office parks or other relatively non-polluting projects.

Residential Uses

Residential development will continue to be one of the most important land uses in the Town of Fremont. The Town should continue to advocate innovative development design for residential development proposals because this development type is well suited for minimizing the negative impacts of development upon the landscape. The Town should use the results of the residential buildout (to be completed this year as part I-93 CTAP Project) analysis as guidance for future housing policy.

In addition, the Town leaders could consider the practice of transfer of development rights as a way of locating housing with increased density in specific areas in Town while protecting undeveloped areas from future development. A potential area for increased density is shown on the Future Land

Use Map above. The Innovative Land Use Planning Techniques Guide developed by DES as part of the Regional Environmental Planning (REPP) Program has a model zoning ordinance that could be utilized by the Town. By utilizing this development concept the Town can protect undeveloped areas while concurrently allowing development in those areas deemed most appropriate for such growth by the Town.

The Planning Board should periodically review the Town's zoning and site plan review regulations to insure that non-residential development occurring in the Flexible Use Residential (FLR) District has minimal negative impacts upon residential development in the same zone. Further refining the allowed uses and buffering requirements may serve to protect existing residential properties in the FLR District.

Business Uses

~~In 2006, the Town voted to establish discrete zoning districts for commercial and industrial uses. The Commercial Highway district (as described above) along Route 107, and the Corporate Commercial district in the northern section of Town near the Route 101 exit. These Districts combined with the village district established the year before should serve as the primary locations for the industrial and commercial uses. Fremont also allows for limited commercial uses in the Flexible Use Residential district. On the "red roads" established on the Fremont Zoning District Map, commercial uses of 7,000 square feet or under are allowed by Planning Board Conditional Use permit.~~

~~Because these zoning districts were established recently, and the slowing of new development over the past few years, few new developments have been proposed in any of the new zoning districts. The Planning Board should continue to assess the viability of the allowed uses in these areas as a new development pattern emerges in response to the zoning districts.~~

Commercial Uses

In 2006, the Town voted to establish two (2) discreet zoning districts for commercial and industrial activities, known as Commercial Highway and Corporate Commercial. The Commercial Highway Zone, as identified on Fremont's Zoning District Map, encompasses approximately 37 parcels, all of which have frontage on either Main Street (NH107) or Danville Road (NH111A) near the intersection of the two roads. The Corporate Commercial Zone as identified on Fremont's Zoning District Map, encompasses approximately 30 parcels and is located at the northern border of Town (Epping town line) near the Route 101 exit, with frontage primarily off of Shirkin Road. These Districts combined with the village district established the year before should serve as the primary locations for the industrial and commercial uses. Fremont also allows for limited commercial uses in the Flexible Use Residential district. On the "red roads" established on the Fremont Zoning District Map, commercial uses of 7,000 square feet or under are allowed by Planning Board Conditional Use permit.

Each zone is intended to have different development characteristics, based on their context, location and site suitability. During the months of May and June of 2010, the Rockingham Planning Commission conducted two visioning sessions in which participants were asked to identify the preferred development characteristics for each zone. These sessions used a process commonly

referred to as a Visual Preference Survey. Participants included the Fremont Planning Board, property owners within each zone as well as members of the public. The survey presented participants with a series of images displaying various development styles and were asked to rate each image on their “appropriateness” for each zone. After the images were rated, participants then offered specific comments to each image. The results of this survey are integral in forming the vision contained in this chapter. While the input received will be summarized here, a full copy of the results presentation may be found in the Town’s planning office.

Commercial Highway

Fremont’s Zoning Ordinance describes the intent of this district as to “permit general commercial uses in areas on streets with high traffic volumes and to buffer abutting residential neighborhoods from disturbance and disruption.” The zoning also limits individual commercial uses to 25,000 square feet.

Results of the visioning survey suggest a strong preference for automobile oriented building configurations that incorporate traditional New England architecture. Monotonous building styles received little support. “Main Street” buildings received support for their architectural style, however participants did not believe this district is amenable to a traditionally pedestrian oriented streetscape. Buildings with a landscaped setback from the road and convenient vehicular access were deemed



The image above shows a landscaped, interior parking court along the sides of buildings bearing traditional architectural principles.

most appropriate.

Although the name of this district is “Highway Commercial,” it is still important

to retain the traditional architectural principles that are commonly identified with New England. Large flat-roofed buildings without changes in plan. Buildings with variable roof forms, pitched roofs and a theme derived from the visioning process is ease of access to a busy corridor. As such, participants found drive-in parking areas located in front of buildings with little screening with landscaping to be most appropriate. interest along the street while also providing convenient access to represent some of the most highly preferred development styles.



This image shows variable roof forms and building styles with common architectural elements that ties the development together. The parking is served by a well landscaped lot that does not front onto the street.

Corporate Commercial

Fremont's Zoning Ordinance describes the intent of this district as to "provide areas for corporate business parks, research and development, light manufacturing, processing, assembly, wholesaling and transportation-oriented activities and related services [...] providing that such uses are determined not to be injurious or hazardous to public health safety and welfare." This area consists of large tracts of land near Route 101 along the Epping-Fremont town line. The district intends to take advantage of these parcels' proximity to Route 101 as other communities along this highway have already done.

Participants in the visioning survey indicated a strong preference for the "office campus" atmosphere. Warehousing and distributing facilities are also appropriate. Common characteristics of the preferred development styles included internal vehicular circulation for parking areas, heavy landscaping, and large buildings. Furthermore, this development style is not envisioned to front onto Shirkin Road, but instead as an internal "campus" that is set away from the public road. Architecturally speaking, both modern and traditional styles are appropriate. It is important that the buildings serve their function while maintaining an attractive appearance that reflects its use. Furthermore, to accommodate the type of development anticipated here, the Town may want to consider a possible zoning change to allow for greater building height. Several buildings that were found to be very appropriate in the visioning study would violate the current height restriction of two and a half (2 ½) stories or thirty-five (35) feet. Allowing an additional story would likely be more attractive to potential tenants than the current standard.



This office park represents is of smaller scale than the previous image, yet still appropriate for this zone.

Aggregating several smaller parcels into one planned development may make the campus style more feasible. Similarly, aggregating utilities among developments in this zone may also improve the feasibility of development. The Town may want to consider, and anticipate the possibility of shared water, water and gas systems. Additionally, the Town may want to approach neighboring Epping to discuss the future of their land found between this district and Route 101. If Epping were to align its zoning goals with Fremont's in this area, the viability of corporate commercial development would certainly be enhanced.

Recommendations

1. *Consider revising zoning to allow for greater building height in the Corporate Commercial zone, with respect to the capabilities of the Fire Department.*

2. *Engage in a conversation with Epping regarding the land that falls between Fremont's Corporate Commercial Zone and NH101. Cooperation or collaboration may improve access and viability of sites within Fremont's zone.*

Open Space

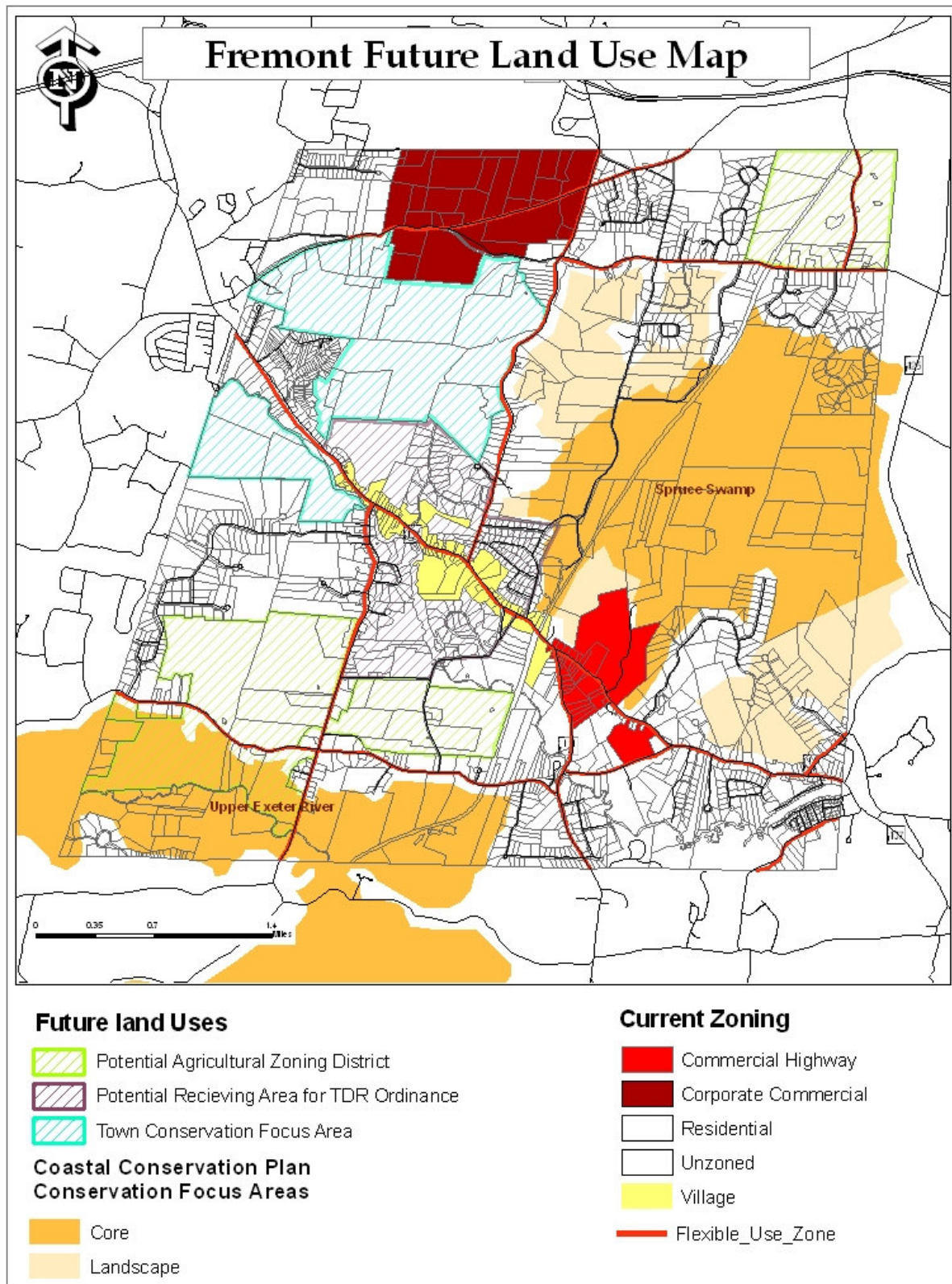
The residents of Fremont have voted twice recently to pay to conserve land. First in 2005 the Town voted to purchase the Glenn Oaks property for \$900,000. This 300+ acre parcel abuts Spruce Swamp and protects the upland buffer surrounding the swamp. The Town has also voted twice to approve the designation of prime wetlands in Town as described in the Natural Resources chapter. Then in 2006 the Town's people approved a conservation bond of \$1,000,000 to purchase properties or development rights of parcels with high value as conservation land as recommended by the Conservation Commission.

Future Land Use Map

A Future Land Use map (Map 3) was developed by the planning board as a potential guide for Fremont's development practices over the next several years. The Goals of the mapping exercise were to explore potential zoning overlay districts (Transfer of Density and Agricultural Zones are depicted on the map) and conservation focus areas.

With money still available and a proven track record of the Town supporting conservation expenditures the Town should develop a plan to determine where the conservation efforts should be focused. In Map 3 below conservation focus areas have been displayed that were developed as part of the Coastal Conservation Plan. These areas include primary and secondary (landscape) focus areas. The focus areas are Spruce Swamp and the Upper Exeter River. These two areas are both self-protecting in that they are primarily wetlands and both designated as prime wetlands. The Open Space Committee along with the Conservation Commission the Planning Board should work together to plan for where the land acquisitions should be focused and therefore where development should be encouraged.

Map 3: Future Land Use for Fremont, NH



Recommendations

1. Research the revision of the Shoreland Protection Ordinance to address changes in the State Law.
2. Determine the conservation focus areas for the Town that are not currently protected through other regulations or ordinances.
3. Consider the adoption of a Density Transfer ordinance. This would allow large areas of undeveloped land to be protected in exchange for concentrating development where the Town can best service the increase in population.
4. Establish an Agricultural Zoning District with larger lot sizes and/or frontage requirements to encourage the existing agricultural land to remain in that use under the Innovative Land Use control 674:21. The land owners should be included in any discussions of zoning district amendments.
5. The Town should pursue all opportunities to obtain recreation and open space to ensure adequate land for future residents of particular subdivisions in accordance with RSA 674:36, II (f).
6. Establish a Subsurface Disposal Health Regulation consistent with the newest State Standards through DES to ensure seasonal home conversions do not destroy Fremont's natural resources.
7. The Town should consider forming an economic development committee, with the goal of encouraging suitable commercial and light industrial development within the newly created Corporate Commercial and Commercial Highway zoning districts. The Planning Board recommends developing contacts at the Rockingham Economic Development Council and /or the Department of Resources and Economic Development (DRED) to achieve this goal.

Additional recommendations from CTAP Community Assessment:

- In April of 2008, rivers covered by the Comprehensive Shoreland Protection Act (CSPA) will increase, including many river miles in Fremont. The Entire length of the Exeter River in Fremont and the Piscassic River in northeast Fremont will be protected under the amended Act. Fremont should take the time they have available to familiarize them selves with the CSPA to be prepared for the upcoming change.
- New maps, data and regulatory tools are now available from the Wildlife Action plan, Land Conservation Plan, and Natural Services Network Plan that may be of use to the Planning Board and Conservation Commission in designating areas for protection.

- The Town may wish to consider updating stormwater management and erosion control regulations. The Regional Planning Commissions have developed a handbook to enable communities to implement Innovative Land Use controls (RSA 674:21). A model stormwater ordinance and erosion and sediment control regulations are included. (<http://www.des.state.nh.us/repp/index.asp?go=ilupth>)
- Fremont's Master Plan doesn't address the placement of new public buildings. The Future Land Use section of the Land Use Chapter could address the placement of future Town structures to encourage placement within the Town center.
- Fremont's layout is not conducive to sidewalks and walkability. Fremont should consider Ordinance or Regulation changes that encourage or require sidewalks or walking path where they are appropriate. During the Town's visioning sessions the community expressed interest in sidewalks along Route 107 in the center of Town.